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As Supplied to the Hospitals.
Per Dozen.....\$30.00
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12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.
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Of Highest Quality, and having
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The Only Award Chicago, 1893.

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JULES MUMM & CO.
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A. S. WATSON & CO.
LIMITED,
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ESTABLISHED 1841. [a1545]

CUTLER, PALMER
& CO.'S
PRICED \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a16]

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4.5 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 1st October, 1902. [a2612]

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CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always ready in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we supply fittings of every description.
Repairs can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL
CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a2808]

FOR SALE
IN consequence of the death of the Ex-
ecutor, and to close Executor's accounts,
the PLANT, STOCK, BOOK DEBTS and
GOODWILL of one of the best and oldest
DAILY NEWSPAPERS in Japan. The
whole to be sold as a going concern.
Particulars may be obtained from the
Executor,
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Yokohama, 21st November, 1902. [a2322]

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WINTER SEASON'S GOODS JUST ARRIVED.
AXMINSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CENTRE RUGS AND MATS.
CHENILLE AND TAPESTRY CURTAINS.
&C., &C., &C.
LANE, CRAWFORD & CO. [a34]

JUST RECEIVED
SPICED NORWEGIAN ANCHOVIES (in small kegs).
SALT HERRINGS (in small kegs).
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SALT GERMAN PICKLES (in small kegs).
SAUERKRAUT (in small kegs).
BONELESS CODFISH (in 2-lb. blocks).
Apply to—
G. GIRAUT [a40]
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WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS. [a5a]

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KEUG.
BOLLINGER.
LOUIS RODEREE.
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CALDBECK, MACGREGOR & CO.
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Hongkong, 14th November, 1902. [r76]

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BEST BRANDS OF EGYPTIAN
CIGARETTES.
INDIAN CIGARS.
WILLS' TOBACCOS. [85a]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
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C.P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.
DOURO PORT,
\$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$22 PER DOZ.
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN
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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC LIGHT CO. OR SIEMSEN & CO. [a3228]

THE BEST OF EVERYTHING
IS GOOD ENOUGH FOR MOST PEOPLE. BELOW ARE A FEW THAT STILL
LEAD ALL OTHERS:
"SCOTLAND'S BEST,"
"WATKINS' COUGH LINCTUS,"
"CROWN BRAND STONE GINGER BEER,"
AND "CARBOLACENE."
WATKINS, LD., HONGKONG. [a38]

COTTAM & CO.
HATTERS. FOR HOSIERS
EVENING DRESS SHIRTS, WHITE TIES,
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,
CAPS, AND TAM O'SHANTERS. [a27]

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CENTRAL AGENCY—J. LANDHOLT, THE PHARMACY, 14, QUEEN'S ROAD CENTRAL.
VISITING CARDS
Engraved and Printed equal to the best
Copperplate work.
CHEQUES, BILLS OF EXCHANGE,
COMPRADORE ORDERS,
Engraved and Printed by European Artist.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$5 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kong, 3rd December, 1902. [a381]
BAZAAR in aid of the POOR CHINESE
ORPHANS of the ASILE DE LA
SAINTE ENFANCE. Under the distin-
guished Patronage of H. B. S. HENRY
BLAKE, G.C.M.G., and Lady BLAKE.
The French Sisters have the honour to
announce that their ANNUAL BAZAAR will
be held at the CITY HALL, on FRIDAY,
the 12th instant, at 2 o'clock in the afternoon.
They request the presence of the Public in
order to inspect the different Novelties and Toys
Work made by their Poor Orphans.
Hongkong, 9th December, 1902. [3185]
JUST PUBLISHED—2ND (REVISED)
EDITION.
THE FRENCH IN TONKIN
AND SOUTH CHINA. By
ALFRED CUNNINGHAM. Sixty Illustrations
and One Map. Price \$3.
ON SALE AT LOCAL BOOKSELLERS.
PRESS NOTICES.
"This volume places before the Eng-
lish reader the best description of the Southern
French colonies in the Far East that has yet
appeared."—"SHANGHAI MIRROR."
"Many of us in the F. E. E. read
books on Tonkin, ancient and modern, but a
knowledge of things as they are there to-day,
of what has been accomplished, and of the
administration is far from common."
Donner's administration is a book that has set
out to do a very readable and accurate sketch
of the colony and its present. . . . Altogether,
this is a book to read."—"HONGKONG TIMES."
THE BOOK WILL BE FOUND TO BE A COMPLETE
GUIDE TO THE HANOI EXPOSITION.
Hongkong, 17th October, 1902. [276]

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms
Board and Residences—
By the day, From \$5 to \$7.00
" month \$85 to \$110.00
" for Married Couple, . . . \$160.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTON JEE, Proprietor.
Hongkong, 25th November, 1901. [3159]
HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendants.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a164]
VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH-CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

THE CHEAPEST HOTEL in Macao
Beautifully situated in Praya Grande
next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [2651]

PORTS
AND
SHERRIES
At Moderate Prices; to Suit
ALL TASTES.
PRICE LIST ON APPLICATION.
H. PRICE & CO.,
12, Queen's Road.
HOTELS.

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing,
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Dress Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a49]

THE
PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a987]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
For Terms, apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a2829]
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the—
MANAGER.
Hongkong, 2nd July, 1900. [a52]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a51]
"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address: "BOAVISTA."
For Terms, apply to the—
MANAGER.
[a1651]

HOTEL INTERNACIONAL.
THE CHEAPEST HOTEL in Macao
Beautifully situated in Praya Grande
next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [2651]

INTIMATION

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
CELEBRATEDVERY OLD LIQUEUR SCOTCH
WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$10.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND \$12.00
B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age 12.00
C.—ABERLOUR-GLENLIVET 13.50
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to the Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 6th Ed.

Liber's

P.O. Box, 23. Telephone No. 12

DEATH.

On the 2nd December, FREDERICK TAYLOR, Licensed Pilot, Shanghai, aged 61 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD C.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 9th December, 1902.

A volume of papers and reports upon bubonic plague has recently been issued at home by the Medical Department of the Local Government Board. The progress of the disease during the years 1898-1901 and the measures taken against it in different parts of the world are described, the bulk of the report being the work of Dr. BRUCE LOW, while the introduction is written by the Medical Officer of the Board, Mr. W. H. POWELL, F.R.S. Certain parts of the report are devoted to the consideration of the question of the connection between human and rat-plague, a subject which is of great interest to here. The opinion of the local medical authorities, as in most parts of the Far East, is in favour of an intimate connection, and indeed of the great influence of rats in the diffusion of the disease. But, on the whole, Dr. Bruce Low does not seem to find the case against the rat as strong as has been supposed. The documents which he has had the opportunity of consulting, while supporting the theory of reciprocal infection between men and rats, are not conclusive against the rat as the introducer of the disease. From an abstract of the Local Government Board publication (for the full report has not reached us) it seems to be held that, as far as plague on shore is concerned, in some localities man and the rat suffered from plague coincidently; in other localities man suffered before the rat; and in others again the rat suffered antecedently to man. Moreover, when in a particular district, either man or the rat has suffered antecedently to the other, the interval between the invasion of the first and of the second variety of the disease has often been a long

one, extending over weeks or months. Finally, it would appear, from the evidence before Dr. Low, that bubonic plague may prevail largely among men without rats becoming conspicuously affected; and, conversely, that the disease may cause large mortality among the rats of a locality while failing to attack its human inhabitants. It would be interesting to know whether the painstaking observers of the Hongkong epidemics are inclined to accept these conclusions. From a general survey of the local plague reports we should be inclined to judge the connection between human and rat-plague to be much closer than stated above and to assign to the rat a larger share of the guilt than is there assigned to it. In any case, as Mr. Powell says, it would be unwise to relax precautions against rat-born plague until we have opportunities for fully mastering the facts.

There will be a Rugby practice game this afternoon at 4 p.m.

The only cases of communicable disease notified in the Colony last week were 3 of enteric fever (2 Chinese, 1 Japanese, all in Victoria), of which one was fatal.

Owing to the claims on our space to-day we are obliged to hold over two important letters on the "Kilder-Main and Water Supply" question, and also a letter signed "A Dissatisfied Shareholder."

The visitors to the City Hall Library and Museum for the week ending 7th December were 205 non-Chinese and 89 Chinese to the former, and 92 non-Chinese and 2,173 Chinese to the latter institution.

Mr. R. J. Beazington, the popular chief officer of the T.K.K.S. America Maru (which left Hongkong on her return voyage last Saturday), died at Yokohama on the 24th ult. He was a little over 40 years of age and had been a well since an attack of influenza some months ago.

A couple of young men who share apartments in Connaught House Hotel discovered yesterday that a thief had been busy in their absence, clothing and valuables to the extent of nearly \$200 are reported missing. It is suspected that one of the many beachcombers infesting the Colony was the perpetrator of the theft.

The remains of the late Viceroy Tso Tsu-dun arrived at Shanghai from Canton on the 1st inst. The coffin was then transferred from the *Hsin-fung* to a large native houseboat which was towed by a launch to Sinsui, Kashing Prefecture, which is the birthplace of the deceased Viceroy. Before the houseboat left its anchorage in the Sochow Creek, the civil and military officials of Shanghai went on board and poured libations to the coffin.

Writing on the 26th ult., the Canton correspondent of the *Shanghai Times* says:—The entire foreign force engaged in the Canton-Hankow railway has left Shamen. Railway work has been pushed ahead so well that the foreign settlement is too far distant from the scene of present operations to make daily travel to and fro convenient. On this account the force has taken up quarters at Fati, Capt. Rich alone remaining at Shamen to supervise the transit of supplies and materials which come up the river for railway purposes.

At the Police Court, Shanghai, on the 3rd inst., a case was heard in which James Riddigan, assistant manager of the Ewo cotton mill, was charged with threatening to shoot one Malcolm Maitland Morton with a revolver in Seward Road at 12.15 p.m. that day; also with being in possession of a loaded revolver contrary to Municipal Regulations. Evidence having been led, his Worship fined the accused \$5 and ordered both parties to enter into their own recognisances for \$100 to keep the peace for one month.

With reference to the appointment of Mr. A. H. Lay as Acting British Consul at Chemulpo, the *Japan Mail* says:—There can be little doubt that the substantive appointment will be conferred on Mr. Lay in due course. We beg to offer him our sincere congratulations and to hope that this may be a step towards higher and well-merited promotion. It seems a pity that the services of such an accomplished Japanese scholar should be lost to Japan, but as the Chemulpo consulate has been placed on the Japan establishment, Mr. Lay may subsequently be appointed to one of the important consulates in this country, unless in the meanwhile he is transferred to a still more responsible sphere.

From a notice which appears in another column it will be seen that on and after the 1st prox., the price of the *Hongkong Daily Press* will be increased from \$2.50 a month to \$3 a month. This has been found necessary owing to the fall in exchange, and we may point out that since the paper was started in 1857 the price has remained unaltered. The first number appeared on Thursday, 1st October, 1857, and consisted of a four-page paper, the size of the page being 10 inches by 16 inches, and the price \$2.50 per month. It is sad to realise the difference, however, in the value of the dollar, for under the head of "Exchange and Bullion Market, Hongkong, 12th October, 1857" we quote the following:—"On Hongkong at six months' sight 5/." On Bombay, the market opened at 231, and closed at 225. On Calcutta the opening rate was 223, closing at 219 1/2. Comparing the rates of the papers and the respective values of the \$2.50 then and now, we feel justified in deciding upon a small monthly increase.

The formal opening of the Imperial Diet by the Emperor of Japan takes place to-day.

The railway journey between Tokyo and Nagasaki has just been shortened by five hours.

President Roosevelt has signed a contract for a submarine telegraph cable from California to China, via Guam.

The total amount of gold coined, less recoinage, in Japan to date, is 293,079,200 yen, of which the sum remaining in the country is only 73,046,423 yen.

An old Kobe resident proposes to sail to San Francisco, with one Japanese sailor, in a boat 27 by 9 feet now being built at the Kawasaki dockyard.

Mr. R. Clark, well-known as the "shore gunner" of the P. & O. at Kobe, died there after forty years' service in the Company on the 27th ult., aged 62.

Since the Imperial Edict permitting intermarriage between Manchus and Chinese, several marriages have taken place between Manchus and Chinese women, but so far no marriage of note has occurred between Chinese men and Manchus women.

The negotiations respecting the loss of the *Kowching* in 1884 (when she was sunk by a Japanese cruiser whilst transporting Chinese troops to Korea), have not resulted in a settlement with the Chinese Government. The matter will therefore come before the United States Ambassador in London, who was appointed arbitrator.

The *Osaka Mainichi* publishes the following telegram from Shanghai, dated November 24th:—

An important agreement has been signed between the Imperial Chinese Telegraph Bureau and the Great Northern and Great Eastern Telegraph Companies. By this agreement the Taku-Kiaochow line will be maintained as heretofore, and a submarine cable will be laid between Taku and Shanghai in combination with the Pacific Cable Company.

A Reporter on Economic Products is, under the direction of the Government of India, engaged in making a thorough enquiry into famine foods used in India. The Government of India remarks that the enquiry should be pushed on while the memory of the past two famines is fresh in the minds of those who laboured during them, and arrangements have been made to supply information as to what plants, fruits and seeds were eaten in different districts. Samples of these things will be sent, not only for identification, but in order that they may be chemically examined and their nutritive value on the health of women and children in particular determined.

The *Shanghai Mercury*, commenting on the *Ostasiatische Lloyd's* Berlin telegram of the 2nd inst., in which Germany's intention not to evacuate Shanghai before February is denied, says:—This Berlin report is corroborated by facts, of which we have got knowledge in Shanghai. Room for a rather large body of the German soldiers has already been secured on the German mail *Bayern*, scheduled to leave Shanghai on the 20th of December. It is intended to let the rest follow in the German mail steamers *König Albert* and *Prinzess Irene* according to the space available. We learn that the reason why, so far, no definite official notice has been given by the three commanders with regard to the evacuation, is due to the instructions received by them not being quite identical. They were therefore forced to continually make inquiries at home and ask for further instructions, which, however, are of a formal character only.

The following items are from the *Foochow Echo* of the 29th ult.:—*Dandy Dick* was to be played at the local theatre on the 6th December. Mr. Macvicar's prize at the Foochow Gun Club was shot for on the 26th ult., and won by Mr. Siemens, who showed some very good form. At a lawn tennis meeting the prize winners were: Men's Doubles: Mr. Schless and the Rev. J. Simister. Mixed Doubles: Mr. and Mrs. Schless. The *Fuh Sing*, the new steam tender built by the Foochow Arsenal for the C.I.M. Customs, was officially tried on the 24th, with perfect success. According to the contract, the boat was to give a 7 1/2 to 8 miles speed during a six hours' trial and 8 1/2 to 9 miles during a two hours' trial. Though the weather was rather unfavourable for a speed trial, as the boat had to meet a strong head wind and sea during a great part of her trip, the average speed, for six hours amounted to nearly 8 1/2 miles, more than one mile above the minimum contract speed, and during the two hours, the boat ran more than 9 miles an hour.

THE REGATTA.

The preliminary race to decide which of two crews is to represent England in the International race at the Regatta next Thursday, was decided on Saturday afternoon, when the four composed of Messrs. Bingay, Messer, Edwards, Barlow, and Powell-Grant, (cox) defeated Mr. Hanco's crew with ridiculous ease, the verdict being 12 lengths.

GERMAN ADMIRAL IN HONGKONG.

The German Admiral, who arrived on Saturday on the flagship *Friedrich Bismarck* from the North, came on shore yesterday forenoon and made several formal calls. He landed at Blako Pier and was received by a guard of honour of the Sherwood Foresters. Accompanied by an escort of Sikh police under Sergeant W. G. Gorman, the Admiral visited H.E. the Governor at Government House, H.E. General Gascoigne at Headquarters House, and also called at the German Consulate, Glensally. He returned on board about noon.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 6th December.

COMING ROYAL VISIT TO IRELAND.

Earl Dudley, Lord Lieutenant of Ireland, has informed the Lord Mayor of Dublin that Their Majesties King Edward and Queen Alexandra will visit Ireland early in 1903.

MR. CHAMBERLAIN IN EGYPT.

Mr. Chamberlain yesterday visited the Cairo barracks.

MR. JOHN BARRETT AS U.S. MINISTER TO JAPAN.

It is stated at Washington that Mr. John Barrett, S. Louis Exposition Commissioner for Asia, will be appointed United States Minister at Tokyo.

SCENE IN THE FRENCH CHAMBER.

In the French Chamber to-day, the Minister of Justice replying to the Nationalist allegations of Government complicity in the Humbert case, recalled the fact that Frederic Humbert was a Boulangist deputy. Thereupon a violent scene took place, Radicals and Nationalists leaving their seats and becoming engaged in a general *mélée*. The sitting was twice suspended.

THE MURDER OF MR. EVANS.

ASSASSINS CAPTURED.

We have received from a reliable source the welcome news that the Chinese pirates who recently attacked a boat near the Bogue Forts and mortally wounded Mr. Evans, have been captured by the local authorities and sent to Canton for trial.

It appears that Mr. James Scott, the energetic British Consul-General at Canton, after strong representations, induced the Viceroy to offer a reward of \$1,000 for giving information which would lead to the arrest of the pirates. The locality of the attack was placarded with the offers of reward, and a woman seeing one went to the military authorities and gave information. She conducted the soldiers to a place near Ho-kwai, in the Tungkong district, and pointed out several boatmen and four field labourers as having committed the deed. These were arrested and in their possession were found a pair of marine glasses and a pair of trousers, which Mrs. Evans identified as her late husband's property, and also a quantity of foreign rice.

The men arrested were sent to Canton, and one of them has confessed to having shot Mr. Evans because he fired at them first. They left Mr. Evans for dead, and there was a movement to throw him overboard to ensure his death, but the majority decided to leave him on the boat.

The Admiral of the Guard Boats was ordered to pay \$12,000 of the indemnity to Mrs. Evans, but he is said to have handed that responsibility over to his chief officer, saying that he could easily cover it in twelve months by the money taken from gamblers. Two local mandarins will have to pay \$4,000 each. It is to be hoped that the woman who gave the information will receive the reward of \$1,000, as it will tend to promote the security of foreigners in the interior if such informants are actually paid the promised rewards. The natives in the district are said to be very pleased that the men have been arrested.

FISHING-BOATS BLOWN OUT TO SEA.

SIXTEEN MEN PICKED UP.

Captain W. McArthur of the British a.s. *Empire*, which arrived here yesterday from Japan with a general cargo consigned to Messrs. Gibb, Livingston & Co., reported that on Saturday last when in Lat. 27.54 N., Long. 121.55 E., he picked up the crews of four fishing-boats which had been blown out to sea by the gale. The crews numbered 16 men all told. They were in a deplorable condition from cold, exposure and want of food and water. There was a very high sea running at the time the boats were approached, and darkness coming on made their removal to the steamer still more difficult. As the result of clever manoeuvring of his ship, however, the commander was successful in getting the unfortunate men on board without mishap. The boats were afterwards cast adrift.

In the heavy weather the *Empire* proved herself to be an excellent sea boat. Having left Moji on the 4th inst., she experienced strong N.W. and S.E. winds until midnight on the 5th; then a strong N.W. gale until 4 p.m. on the following day; and afterwards, until arrival in Hongkong, strong N.E. wind. The *Empire* made the passage in the smart time of 3 days, 17 hours, 45 minutes. She belongs to the E. and A. Company and is on her maiden voyage. Captain McArthur, the commander, was previously in command of the a.s. *Guthrie*.

PLUCKY RESCUE.

On Sunday night a member of the ship's company of the a.s. *Zafiro* fell into the Harbour in the neighbourhood of Murray Pier. A bluejacket off the *Humber* gallantly jumped into the water and managed with much difficulty to keep the unfortunate man from sinking until an European constable threw in a life-buoy with lines and dragged them both ashore. The *Zafiro* man was taken to hospital; he was reported to be all right yesterday.

ENQUIRY INTO COLLAPSES OF BUILDINGS.

SECOND STREET CONTRACTORS COMMITTED FOR TRIAL.

Yesterday afternoon, before Mr. F. A. Hazeland and a common jury, the official enquiry was concluded into the circumstances attending the fatal house collapse at Nos. 10 and 12, Second Street, on the 2nd August last, when four Chinese met their deaths. Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Government.

The jury of three was made up as follows:—Messrs. C. W. Richards, C. P. Pintos, and J. H. Osberry.

Frederick George, Acting Director of the Observatory, was called to prove the nature of the weather on the day of the collapse, according to the returns made at the Observatory. In answer to Mr. Bowley, he said the average velocity of the wind between 5 and 6 p.m. on 2nd August was 43 miles an hour, and between 5.30 and 6.30 p.m., 49 miles an hour. That was not typhoon force; it was what witness would call a fresh gale. The minimum velocity that could be called typhoon force was 80 miles an hour. There were no typhoon gusts between 5 p.m. and 6.30 p.m. on 2nd August, and the direction of the wind was north-west by west.

Tam Kit Kee, the second of the contractors, said that until two years ago, when he left his employment as a Government foreman of roads, he had had no experience of building work. As to the alteration and reconstruction of the ten houses in Second and Third Streets, he personally was unacquainted with such work, but his partner, in Cheong, knew about it. In Cheong bought the materials, or at least most of them; witness bought very little. In Cheong also did most of the supervising, although witness inspected the work sometimes. He did not examine the bricks and mortar that were used, for he did not understand such things; the only material he was acquainted with was road material. When witness and in Cheong started as contractors, the latter had no capital, but witness had \$100.

Percy Thomas Crisp, inspector of buildings, P.W.D., said he never at any time inspected the additions and alterations to the houses in Second Street, including No. 10.

Henry Ernest Yorks Haggard, assistant engineer, P.W.D., was recalled and said he visited Second Street on the day after the collapse. He examined the bricks, and found them to be blue, of fair quality. They were very inferior bricks though of fair quality for the blue bricks used here. The Hongkong blue brick was not a good brick. The mortar was said to be fair, considering that the work was old, but the bonding did not appear to be good. The wall was not sufficiently strong to stand the extra story, and witness would not have allowed it to be erected. As far as dimensions went, the work appeared to have been carried out in accordance with the plans, but the new work had not been substantially built and properly bonded. Bouding out here was never good under any circumstances, and Chinese bricklayers were not competent to build a proper wall without supervision. Witness did not agree with the theory that the wind got in at the back of the house and blew the wall out, as, from the direction in which it was blowing, the wind would strike the front corner of the house.

Alfred George Dymond, acting inspector of police, recalled, said that the whole time he and those with him were working at the debris the wind did not blow against the back of the house; the building was not exposed, at the back.

Frederick Thomas Balnes Hewitt, building surveyor attached to the Royal Engineers, said that on 28th August he made a careful examination of the houses at 10 and 12, Second Street, and again on 3rd September. From what he saw, he judged that the brickwork was not particularly good and not particularly bad. The bricks were blue bricks, the mortar was poor, and the whole was badly put together; the bonding was bad, especially at the corners. As to the situation of No. 10, it was very much protected at the back; and witness did not accept the theory that the wind got in at the back and blew the wall out. Had such a wall been properly built it would have been sufficiently strong to stand average weather.

This concluded the examination of witnesses, and Mr. Bowley summed up. Quoting the price that had been agreed upon between the owners and the two contractors for the work in connection with the ten houses in Second and Third Street, \$9,100, he said the sum spent on No. 10 must have been very small indeed. From the evidence it would be seen that the two contractors exercised no supervision at all over the work, and each had been extremely anxious to exonerate himself and lay the blame on the other.

The jury had heard Mr. Bowley's theory that the wind got in at the back of the house and blew the wall out, but that theory, Mr. Bowley submitted, was entirely opposed to the evidence. That being so, they had to fall back on the theory that the wall was badly built, in support of which evidence had been given. The contractors, concluded Mr. Bowley, were guilty of gross negligence, and their negligence was the cause of the accident and the cause of the deaths of the deceased.

ANOTHER HOUSE COLLAPSE.

Yesterday afternoon about three o'clock a building collapse occurred at Nos. 434 and 436, Des Vaux Road West. The houses are used as godowns. Two men who were struck by the falling debris were rescued and sent to the Government Civil Hospital. No others are believed to have been in the building when the collapse took place.

"PYGMALION AND GALATEA."

The plot of Mr. Gilbert's comedy is delightfully fanciful. Pygmalion, an eminent young sculptor of Athens, creates a masterpiece in statuary—a fragile figure which he calls Galatea. Cynicism, his wife, leaves home for a few days and charges him to love only his statue until her return. Enamoured of his own work, he rhapsodizes before his beautiful creation and entreats the gods to crown his work by imparting life to the marble Galatea. The gods grant his prayer and Galatea steps down from her pedestal. This sudden coming to life of the statue entails no less surprises for her than embarrassments for Pygmalion. With all the wonderment of which one in her peculiar position might be expected to be possessed, Galatea plies Pygmalion with questions as to who and where she is and displays equal interest in his identity. These interrogations answered, Galatea unhesitatingly affirms that the gods have sent her to him, but Pygmalion ventures to dissent from this decree of the gods, and points out to his companion that he already has a wife. This, of course, is unintelligible to Galatea, and even the explanations of Pygmalion fail to carry enlightenment. In the next act Lysippus, a warrior, enters carrying a slain which he has killed, and which the unphilosophical Galatea thinks to be a woman. Galatea early and innocently begins to sow the seed of discord in the circle in which she finds herself. She tells Lysippus's *finis*, Myrene, of the atrocity she supposes he has committed, and the course of true love comes to run so smoothly as formerly for the lovers, whose estrangement is only one of the many amusing complications in the play. These are increased by the appearance of Cynisca and his wife Daphne, who, pretending to a fondness for art, and having heard so much in praise of the statue created by Pygmalion, comes to buy it. Cynisca is so much enamoured of Galatea that in his wife's absence he makes amorous advances to the object of his regard. Daphne surprises him in his *l'été-à-été*, however, and expresses in wisely terms her strong disapprobation of his conduct, an example that is followed with dramatic results by the wife of Pygmalion, who, returning and becoming aware of the nature of events, calls down a curse upon her husband. Ever willing to oblige, the gods take from the sculptor his sight, depriving him thus of the power to see and admire. In the concluding act everything is cleared up, different situations explained, and the complications into which everyone has been drawn cleared away. Forgiveness follows, Pygmalion's lost sight is restored, and when the curtain is rung down Galatea, robed and portured, is once more a statue. The gladly returns to the marble state, with the parting reflection that she is not fit to live in this strange world.

An excellent comedy, *Pygmalion and Galatea* had a fine recommendation to the audience in its presentment last night by the Janet Waldorf Company. Miss Janet Waldorf assumed the rôle of Galatea, and claimed admiration by her clever depiction of the eccentricities of the living statue. So, too, did Mr. Norval McGregor, whose acting in the character of the ardent *Pygmalion* was in every way masterly. As *Cynisca*, Mr. Wilson Forbes had an important part to enact, and his contribution to the success of the whole play was pronounced as appreciated. Miss Mildred Yorks made a good appearance as *Cynisca*, and for the rest, Mr. Jean de Lacey (*Lysippus*), Mrs. A. Dow-Currier (*Chryseis's* Wife), Miss Amy Stanley (*Myrene*, the sister of *Pygmalion*), Mr. Ernest Macken, and Mr. William Fitchett (slaves to *Chryseis* and *Pygmalion*) proved generally capable exponents of the characters they were allotted. The comedy will be repeated to-night. To-morrow *Sherlock Holmes* will be staged. This a play that should be well received here, for its success at home and elsewhere is still remembered, and the Colony is fortunate in being afforded an opportunity of witnessing a dramatization of Conan Doyle's famous detective stories.

THE JAPANESE NAVY.

The Japanese Navy has now 6 first class and 2 second class battleships; 6 first class, 9 second class, and 5 third class cruisers; 10 coast defence ships; 2 first class and 14 second class gun-boats; 4 despatch boats; 1 torpedo tender; 15 torpedo destroyers; 13 first class, 36 second class, and 23 third class torpedo boats; with an aggregate displacement of 257,832 tons.

Besides the above, there are 16 vessels at present being built at home—2 third class cruisers (each of 2,800 tons), 4 torpedo destroyers (each 360 tons) and 2 torpedo boats, at Yokosuka; 1 third class cruiser (2,800 tons) and 3 torpedo boats of 152 tons each, at Kure; and 2 torpedo boats of 152 tons each and two others of 89 tons each, at the Kawasaki dockyard at Kobe.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Kiautschou* left Shanghai on the 6th inst., at 11 p.m. and may be expected here to-day, at 6 a.m.

The Imperial German mail steamer *Konig Albert*, carrying the German mails with dates from Berlin of the 11th ult., left Singapore on the 6th inst., at 2 p.m., and may be expected here on the 11th inst., at 6 a.m.

The O. & O. steamer *Calcutta*, with mails, &c., from San Francisco to the 15th ult., via Honolulu, left Yokohama for this port yesterday morning, via Inland Sea, &c.

The C.P.R. steamer *Tartar* arrived at Shanghai at 4 a.m. on the 6th inst., and left again at 3 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. to-morrow.

The steamer *Sandakan* left Sandakan via Manila, on the 4th inst., p.m., for this port.

The C.M. steamer *Oponek* left Singapore on the 6th inst., and is expected here on the 12th inst.

The O.S.S. steamer *Tyden* left Singapore on the 8th inst., and is expected here on the 13th inst.

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BUSINESS DIRECTORY.

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Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Gry-
hound Brand") and Blundell's
Spence & Co's Composition.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

HONGKONG REGATTA, 1902.

10th and 11th DECEMBER.

THE Committees of the Victoria Recreation
Club and Hongkong Boat Club request
the pleasure of the Company of the Ladies of
Hongkong TO-MORROW (WEDNESDAY)
and THURSDAY, the 10th and 11th
DECEMBER, at 1 P.M., on board the sailing
ship "Daylight," which has been kindly placed
at the disposal of the Committees as a flagship
by Captain Reade.

The Ladies' Prize will be presented by Miss
Goodman immediately after the race on
Thursday, the 11th inst., at 3.30 P.M.
Through the courtesy of Mr. Dixon, the Chief
Manager of the Hongkong and Whampoa Dock
Company, Limited, the "Fame" will leave
Bako Pier on each day at 1.00 P.M., and
1.15 P.M., to convey ladies on board the flag-
ship, leaving the flagship 10 minutes after the
last race on each day.

Admission to the flagship (Gentlemen) \$1
each day. Tickets for admission may be obtained
from the Steward, V.R.C., or Hon. Secretary,
Hongkong Boat Club.

By kind permission of Colonel Trymmer
and the Officers, the Band of the 33rd Burma
Infantry will perform each day.

REJATTA HOLIDAYS.

THE Undermentioned Banks will be
CLOSED for the transaction of Public
Business at 1 P.M. TO-MORROW (WED-
NESDAY) and THURSDAY, the 10th and
11th instants respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
T. P. COCHRANE,
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION.
J. R. M. SMITH,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANTS BANK OF INDIA,
LIMITED.
EVAN ORMISTON,
Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
HONGKONG BRANCH.
G. MAYER,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA.
E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK.
H. FIGGE,
Manager.

For the RUSSO-CHINESE BANK.
J. W. R. TAYLOR,
Representative in Hongkong.

For the GUARANTY TRUST COMPANY OF
NEW YORK.
E. F. GROS,
Manager.

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THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder.
Powder only. 8.25 8.00
Pegmold Cases 8.85 8.60
Ejector Brass Cases 7.50 7.25
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 8th July, 1902. [1839]

(Continued from page 3.)

they only remain in dock for a couple of
days' painting, while our income is chiefly
derived from the smaller boats and coasting
steamers. Besides, the big liners generally
dock at their respective bases in America,
Hamburg, Liverpool, or wherever else it may
be. Take, for instance, the big Hamburg-
America liners. They have been running for
the past three years, and not one of them has
once entered our docks. In a very sensible
leading article that appeared in the *Daily Press*
of the 18th August last the writer very tersely
put the point I wish to impress on you to-day,
and I hope I may be permitted to use his
language. He said—"It is true that it is
desirable to be thoroughly up to date, but if
this can only be accomplished at such an enor-
mous addition to the capital of the Company as
to render the provision of such facilities a luxury
that can never be made to pay as an investment,
the wisdom of incurring such responsibility may
well be doubted." I think he let the directors
down very gently. I should say it is not only
ing but pure folly to incur such responsibility.
To quote one sentence more from the same
source, "It is useless to expect a continuance
of the monopoly hitherto enjoyed; that will
soon be a thing of the past, and rates will no
doubt have to come down to some extent." I am
sure, gentlemen, you realise that we must not
rely on the profits we were earning formerly
when we had the monopoly and every ship was
practically cut down on our terms. This we can
no longer do. Our position is now a very com-
plex one. We are now in a position to be
present, unhampered with loans or with a heavy
capital. We were told some time ago that
there has sprung up a large demand for new
vessels for coasting and inland river traffic
which it is expected will increase enormously
when the restriction imposed on it by the
Chinese authorities are withdrawn. Our Com-
pany is well equipped for any demand that
may be made upon it in this direction, so that
this branch of business may become a special
source of revenue in the future working of the
Hunghong establishment. We can see that it
is certain to be a very lucrative business and has
a great future before it; why then look to docking
and chiefly painting the bottom of some stray
leather boat from which we can never expect
to be repaid for an outlay of millions? If an
independent company were to start under
existing circumstances and spend its millions
on an enterprise of this kind, it is very clear it
would not live long but soon go into liquidation.
Why should our Dock Co., then, embark on
such a venture? The area of the three estab-
lishments, i.e., 6 docks and 2 slips, on which
we have been working steadily and carefully
for the last 35 years, is 50 acres. We are
now asked to buy in a single deal an
extension of over 32 acres of rocks, hills, land,
and water. Should we not first find out what
we are in a position to strong enough to
incur the enormous responsibility which it will
entail? We have lately had several changes in
the staff, and the former manager and sub-
manager have been removed by death. Our
present manager has, we know, had experience,
but has not to his credit a local experience, which
is extremely necessary if not vital. I am led
to make these remarks because we shareholders
hear that the Company has been losing a good
deal of business lately; that steamers which
should have docked here have gone to Shanghai
and other places and that that port and Japan
recently secured the building of 23 granbats
for the American Government, who had pre-
viously been confining the orders practically
to us. No information has been vouchsafed to
us on these points. How it happens that we
are losing ground, how it is that we have
suffered such a great loss of business to the
Government; and how it is that Dock Co. has
far away as Shanghai and Japan can manage to
build those boats and we cannot? These are all
legitimate matters for enquiry, and I maintain
we ought to ponder well over them before
launching into an expenditure of millions in
order to enable us to compete for new work,
that is at best occasional and uncertain.
(Applause.) We are recommended by the
directors to decide on the acquisition of the
land on its own merits, and are warned that if
the Government will be able to dispose of this land
for some industrial works etc. We have,
however, the stringent conditions of the
Government before us, and I have no hesita-
tion in saying that these would deter
any capitalist from buying the land or
even taking it as a gift. (Applause.) Besides
the land is not suitable for any other purpose
than that of a dock, and such a venture means
simply ruin under the circumstances. The
history of our Dock Co. teaches us a lesson
which it will be useful to bear in mind to-day.
In 1873 and 1874 we had very keen competition
to face from Captain Sand's two slips and the
Cosmopolitan dock. The fight was a bitter
one, but as the opposition was being heavily
the Board of Directors was persuaded to con-
tinue the struggle with the result that these
concerns were ultimately, in 1879-80, acquired
on favourable terms by our Company. Now
if we are so rash as to adopt this scheme and
double or treble our capital to compete with
Butterfield and Swire, our fate will inevitably
be a similar one. Remember Butterfield and
Swire's money does not cost them 6 per cent.
Our Company will be the losing party and
will ultimately be absorbed or
extinguished. Our present position with our
small capital is absolutely unassailable and we
should be able to defy all competition without
ever showing a loss. (Applause.) We now
come to the very important subject of cost. It
is approximately estimated in the scheme at two
and a half millions after a period of four years.
This is expressly given as approximate only.
If you ask those with any experience of building—
whether docks, houses, retaining walls, or any
thing else—one and all will tell you that the
chances are ninety-nine in a hundred that the
cost, as well as the period, will be at least quite
as large again. Let us take a moderate view of
the matter and say the new dock will cost 4
millions and will be finished in 5 years. The
interest on an average outlay of \$800,000 per
annum, whether borrowed from the bank or
on debenture holders, will be as follows—
On 3 lacs at 6 per cent. for 5 years \$240,000
" 8 " " " " 4 " 192,000
" 8 " " " " 3 " 144,000
" 8 " " " " 2 " 96,000
" 2 " " " " 1 " 48,000
40 lacs \$772,000
Thus when completed the dock will, on an
average estimate and without reckoning
compound interest, cost four and three-quarter
millions—an amount very nearly double
the capital of all our six docks on which
we have been working for the last 35
years. This is a most gigantic enterprise for a
little colony like ours, with its capitalising

power so restricted, and the wild and specu-
lative venture ever contemplated here seriously
by some financiers. And yet this sum of four
and three-quarter millions represents only the
cost of building the new dock. The directors
have not mentioned the cost of equipping it,
which must amount to another million. And
what about the sea-wall which we are told it
would be necessary to build to a depth in one
spot of 80 feet? This will not cost less than
a million and a half. What revenue can we
expect from this enormous concern? To make
it pay at all, it should yield at least 7 per
cent. on the outlay, i.e., \$332,500 net per
annum. Assuming the net profit to be 30
per cent. of the gross, the latter after
deducting disbursements such as salaries, wages
of workmen, insurance premia, Crown rents,
&c., should amount to \$1,108,333 to give
us a clear 7 per cent. on our capital per
annum. Can we hope to make so much with
this one dock on the few big boats that will
drift into the harbour in a year and which we
may succeed in wresting from Butterfield and
Swire? Even if there were no other docks in
the Colony and this one dock had the monopoly
of the whole business of the place, a return of 7
per cent. on the money spent would be a dream
impossible of realisation. The P. & O. Co. have
a fleet of 37 boats, the largest of 11,000 tons
such as the *Caledonia*, *Arabia*, *India*, and their
length is only 470 feet. Our present dock can
accommodate only one of them. We can
likewise dock all the Messageries Maritimes
the German mail, the Austrian Lloyd's, in fact
all mail boats. As regards the supposed
tendency to build larger ships, there is
in the case of the Hamburg-America boats.
There is a rumour now that they are likely to
be withdrawn from the line because they are
found too large for the requirements of the
Eastern trade. But even if they remain on this
line, we can dock all their boats. However, as
I have already said, they will be docking at
home. With this instance in our mind, let
me say that the directors are very much to be
congratulated for having been running contin-
uously for three years, without giving up a single boat to dock, and
without any chance of their doing so unless an
accident should occur in the harbour—is it
reasonable that we should build a new dock to
accommodate imaginary leviathans that may
visit this Colony in the future unless we have
some subsidy or some guaranty of business
from the owners? Of course, gentlemen, there
are different ways of looking at this proposal.
We can look at it from the shipowner's and
the shipping agent's point of view. It would be a very good
thing indeed even if Hongkong were honey-
combed with docks; because it would mean
ready docking for their vessels at all times,
cheaper rates, and as a result of the rivalry
among the competing docks better business for
the business community. But the financiers,
the shareholders, or the investor's point of view
is different. He is asked to put his money into
this scheme. What return will he get for it?
And what are the risks? These are questions
which must be satisfactorily answered before
he can give his consent. And there are ques-
tions that, at the most favourable estimate, and
on the assumption that this new dock would
get all the big boats that might require
docking, it is utterly absurd to expect even to
get back the interest on our outlay. The
labour difficulty must also be considered.
When there are many docks, skilled labour will
not be so plentiful and wages must rise. It will
be necessary to teach and train new hands, and
this will have to be done at the expense of the
Company and will therefore be a dead loss, as
the examples of the cotton mills here and in
Singapore prove. And then plague may
break out again. Imagine what the loss of
the new dock would be if the men working
there were to take fright and run away as they
did on a small scale a couple of years ago. In
our present position, we can look at all these
risks without much fear. The danger to the
opposition docks would be much greater than
it can be to us. But if we yield to-day to a
foolish fatal passion for expansion for merely
the glory of possessing the largest, or about
the largest dock in the world, we shall lose the
present inestimable advantages attained by the
slow growth of years, and pave the way either
for the decision or destruction of what is now
justly regarded as one of the most flourishing
concerns in Eastern Asia. Gentlemen, I have
done with this scheme and have no fear as to
what would be the result of our discussion
to-day. I only trust that should the directors
again have any similarly important scheme in
their minds, they will, before carrying it into
effect, give the shareholders the same opportu-
nity to express their views on it, as we have had
in the present instance. (Loud applause.)

Mr. H. E. POLLOCK—I asked a question,
Mr. Chairman; can I get an answer now?
The CHAIRMAN—I propose to answer them
all together.
Mr. POLLOCK—Then I have a few remarks to
make, and I propose to make them just now.
(Applause.) Mr. Michael has gone very ably
into the financial position of this matter, and
I think he has demonstrated to the satisfaction
of all here present that by embarking upon
this new scheme we shall be embarking upon
what Captain Anderson calls a fancy scheme.
(Applause.) That is to say, we shall be
embarking on an undertaking which will
involve doubling or perhaps more than
doubling the capital of this Company
without our being able readily to receive an
adequate return for our money. Gentlemen,
shareholders of the Company, I take it that our
business is to see that in the future as in the
past we are in receipt of an adequate return
for our money. We do not care for an
advertisement to be put in large letters in the
newspapers that we can dock the largest ship
built in the world. Our business as
shareholders is to get an adequate return for
our money. (Applause.) And, gentlemen, it
seems to me that there is absolutely no
justification whatsoever for giving into
this wild scheme. It seems to me that we
may fairly say that our Company is at the
present moment in a very satisfactory position.
The earnings for the last twelve months have
not been so high as previous earnings, but we
have obtained dividends amounting to \$16 for
the last two periods of six months, and I think,
gentlemen, we have no reason to complain of
that result in view of the general slowness of
business; and I think we may reasonably hope
that in the course of time we shall have more
to thank for—more profitable years—than
the past period of twelve months. I think

there has been a general depression in trade
during that period; we may say it has been a
bad period for business generally; and I think
that with care and good management we
may look to a good return for our
money in the future as we have had a good
return in the past. The Chairman said,
and I quite agree with him, that it is a
very good maxim to concentrate one's business.
Well, gentlemen, I quite agree with the
Chairman. I think we should concentrate our
attention upon the business we have got—
indeed, (Applause.) I think it would be much better to concentrate
our attention in that way and as Mr. Michael
pointed out try to make the best of the
material we have got in stock, looking about to
see what ships we can build at a profit to
ourselves and do our very best to improve the
business we have got, instead of embarking
upon a wild scheme which will involve a
tremendous increase of our capital. I hope the
shareholders will reject this scheme. (Applause.)
The CHAIRMAN—Are there any other
remarks?

No other comment being offered,
The CHAIRMAN said—Gentlemen, there being
no further remarks, I will endeavour to the
best of my ability to answer the questions that
have been put by various shareholders, although
it is hardly to be expected that any chairman
can on the spur of the moment answer all ques-
tions asked from such a large meeting as this.
However, I have taken a great deal of trouble
to go into the subject in its entirety and
possibly I will be able to answer most of the
questions. With regard to Mr. Pollock's
enquiry, based on a statement made in the
newspapers that No. 1 Dock is only
occupied for 20 days in each month of the
year, I may say that the information of the
gentleman who made the assertion given in
that letter is absolutely incorrect. It is occu-
pied a great deal more than 20 days—very much
more.
Mr. POLLOCK—May I ask what is the average
number of days a month?

The CHAIRMAN—I cannot give you that
now; in fact, I think any one will agree with
me that you should have given notice of a
question of that sort.
Mr. POLLOCK—I presume the directors read
the papers.
The CHAIRMAN—I do not think we all do.
(Laughter.)
Mr. POLLOCK—Well, I think you ought to.
This was a statement by Mr. Wickham in an
able letter, which went very fully into this
question.
The CHAIRMAN—I am in a position to say
that the information is incorrect and your
board is satisfied that No. 1 Dock is the most
valuable piece of property you have. (Loud
hear.) Regarding the next question by Mr.
Purchar, he asked if I could give him the cost
of lengthening No. 1 Dock. We have had
several estimates, and from the aggregate of
them the figure, as close as possible, is about
\$200,000 and the work would take two and a
half years to do. Now, with regard to Captain
Anderson's contention that the Company
now has sufficient land and a suitable site for
any required extension of our docking
facilities, I can only refer you to my
speech, quoting the decision of practical
engineers, who, overruling any views which
the directors may have; and that gives a practical
tactical answer to your assertions. I think Mr.
Michael made reference in his speech to the
acquisition of the land now on terms to which
we have not attached anything in the way of a
subsidy from the Government. I was not on
the board when these negotiations originated
or when the scheme first came up; but I have
since learned from what I can gather, that the
conditions attached at that time by the Govern-
ment were onerous and so burdensome that a
new dock built under the demands laid down
by the Government would practically not have
enabled us to call it a commercial concern at all;
and before the board would consent to these
burdensome conditions they said, "Pay us a
certain amount of money which will ensure to
our shareholders a return on the money and
then we will consent." That is the reason. What
we want now is to acquire the land, and when
we have built the dock, to build it on a com-
mercial basis. That, I think and I hope, will
probably answer the question as regards the
changed conditions in our dealings with the
Government. Mr. Lewis was on the board at
that time. I think.

Mr. LEWIS—Yes, that is so.
The CHAIRMAN—Well, gentlemen, I will
not detain you much longer. It was not my
intention to go into details that could be con-
sidered afterwards if we decided to go ahead
with the scheme; the details of the amount to
be expended and how it would be expended
could be made a matter for future consideration
by the board. I would only like to question
one little item in Mr. Michael's speech. I am
glad that he agrees with me in one thing, that
the Company to-day is in a very strong, and that
our position is so strong that we could defy
competition and carry on. My views on that
subject are: the stronger the competition is
the longer we can defy it; but you are
not going to get the dividends in defying
that competition that we are all so anxious to
get, and the only means of continuing prosper-
ously and fighting all competition is to place
ourselves in a position to do work more quickly
and more cheaply, and then we can fight com-
petition. Now, gentlemen, I do not think there
is anything further to be said unless some of
the shareholders would suggest approaching the
Government again for some modification
of the terms. The question is a very important
one. There are two sides to every question and
both sides of this question are worthy of serious
consideration. Both cannot be wrong and both
cannot be right. Now, is the question to your
minds serious enough to make you pause
upon it to-day for all time? Would you like
to dispose of the question to-day and simply
decide it or have you anything to suggest
whereby the two schemes, for instance, might
be considered a little longer, further views put
forward, and possibly some compromise be
arrived at whereby the future welfare of the
Company will be safeguarded. If any share-
holder in the body of the hall could suggest
anything in the way of a compromise even if it
involves an adjournment for a day or a couple
of days I would be quite willing to adjourn the
meeting for a couple of days; but I would like
the suggestion to come from the body of the
hall as it is only with the best interests of the
Company at heart that I am now anxious that
the question should be settled to-day for all time.
Mr. J. B. MICHAEL—So far we have discussed
this very fully and I do not see the benefit of
postponing this meeting. The whole scheme
has been before us for months to think about.
So far as I see, it is a fatal scheme. I do not
suppose shareholders could object if the directors
communicated with the Government and laid
another feasible, favourable scheme before
the shareholders. But so far this is a fatal
scheme. The present proposition is quite fatal.
Mr. LEWIS—You must remember, Mr.
Michael, that the dock will cost the same
amount of money in any case.
Mr. MICHAEL—But you could give us an-
other scheme that would be a good paying
concern and an advantage to the Company.
Mr. S. J. MICHAEL—I think under the
circumstances the best thing would be to drop

the scheme altogether, because I believe most
of the shareholders will not have anything to
do with this scheme. (Applause.)
The CHAIRMAN—I do not know that there
is anything for us to do, then, but to take the
vote. Those in favour of the acquisition
of the land on the terms set forth in our
circulars and going ahead with the proposed
extension of docking facilities at Kowloon will
denote so by holding up their hands.
Ten hands were held up in favour of the
scheme. All the others present voted against.
The CHAIRMAN, amid applause, announced
that the scheme was defeated.
The meeting then dispersed.

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON	PRINCE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th January.
LONDON	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
AMSTERDAM & LONDON	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM & LONDON	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
MAARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	PRINCESS MARIE	Dan. str.	—	—	MELCHERS & Co.	On 20th January.
MAARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	—	P. & O. S. N. Co.	Quick despatch.
MAARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
MAARSEILLES, LONDON & ANTWERP	INDUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst. at Daylight.
MAARSEILLES, LONDON & ANTWERP	TEENAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 1 P.M.
MAARSEILLES, LONDON & ANTWERP	SADO MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
MAARSEILLES, LONDON & ANTWERP	KIAUTSCHOU	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at Noon.
MAARSEILLES, LONDON & ANTWERP	SUEVIA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
MAARSEILLES, LONDON & ANTWERP	NURBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 13th January.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th January.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th February.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th February.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On or about 10th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 31st inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 11th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 18th inst. P.M.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 10th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst. at Noon.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 21st inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 14th inst. at 4 P.M.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst. at 4 P.M.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 1st January, at 4 P.M.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On or about 14th inst.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd Jan. at Daylight.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 16th inst. at Daylight.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th inst. at Noon.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 11th inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 14th inst.
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MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 15th inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-day, at 10 A.M.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 13th inst.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 12th inst. at Daylight.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst. at Noon.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at 10 A.M.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 14th inst. at 3 P.M.
MAARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 13th inst. at Noon.
MAARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd January, at Noon.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KIAUTSCHOU	WEDNESDAY	10th December.
PRINCESS IRENE	WEDNESDAY	24th December.
KONIG ALBERT	WEDNESDAY	7th Jan. 1903.
PRINCESS IRENE	WEDNESDAY	21st Jan. 1903.
DARMSTADT	WEDNESDAY	4th Feb. 1903.
KARLSRUHE	WEDNESDAY	18th Feb. 1903.
PREUSSEN	WEDNESDAY	4th Mar. 1903.
HAMBURG	WEDNESDAY	18th Mar. 1903.
PRINZ HEINRICH	WEDNESDAY	1st April 1903.
SACHSEN	WEDNESDAY	15th April 1903.
KIAUTSCHOU	WEDNESDAY	29th May 1903.
BAYERN	WEDNESDAY	13th May 1903.
KONIG ALBERT	WEDNESDAY	27th May 1903.

ON WEDNESDAY, the 10th day of December, 1902, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Laneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 8th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 9th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 9th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHRS & CO., AGENTS.

Hongkong, 29th November, 1902.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY	STEAMERS	TO SAIL ON	REMARKS.
MAARSEILLES, LONDON and ANTWERP	SHANGHAI	10 A.M. 10th	Freight only.
YOKOHAMA, via SHANGHAI	SHANGHAI	Noon, 11th	Freight or Passage.
MOJI and KOBE	SHANGHAI	Noon, 11th	Freight or Passage.
(Passing through the Inland Sea)	SHANGHAI	Noon, 11th	Freight or Passage.
SHANGHAI	SHANGHAI	About 14th	Freight or Passage.
LONDON, &c.	SHANGHAI	December 20th	See Special Advertisement.

PASSENGER SEASON 1903.
For MARSEILLES, PLYMOUTH and LONDON DIRECT, MALTA, 6,064 Tons, 28th March.
Without Transshipment.
For further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 9th December, 1902.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
TACOMA	A. Dixon	2,811	December 17th
TRENT	J. Fenton	9,806	December 30th
VICTORIA	J. Fenton	3,502	January 8th

Steamers marked * have no passenger accommodation.
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates are allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 15th November 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA	HAVRE and HAMBURG	On 17th Dec. Freight.
ADRIA	(Calling at Singapore and Colombo)	On 30th Dec. Freight.
SCHARRSCHMIDT	NEW YORK, via PORTS.	On 31st Dec. Freight.
STRASSBURG	GENOA and HAMBURG	On 31st Dec. Freight.
NURBURG	HAVRE and HAMBURG	On 13th Jan. Freight.
SUEVIA	(Calling at Singapore and Colombo)	On 27th Jan. Freight.
SILEZIA	HAVRE and HAMBURG	On 27th Jan. Freight.
WURZBURG	HAVRE and HAMBURG	On 10th Feb. Freight.
C. FELD LAEISE	HAVRE and HAMBURG	On 24th Feb. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

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Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS WEGENER & CO. Sole Agents.
Hongkong, 17th May, 1895.
[14] Hongkong, 14th February, 1901. [66]

SHIPPING.

ARRIVALS.
Dec. 7, HAIPHONG, French str., 874, Ristorcelli, Haiphong 5th Dec., General—Messageries MARITIMES.
Dec. 7, TONKIN, Chinese str., 355, C. Blehau, Shanghai 4th Dec., General—CHINESE.
Dec. 8, CAPRI, Italian str., 2,717, G. Balato, Singapore 1st Dec., General—CARLOWITZ & Co.
Dec. 8, CHELTENHAM, British str., 3,471, H. Hapley, Rangoon 28th November, Rice—CHINESE.
Dec. 8, EMPIRE, British str., 4,496, W. McArthur, Moji 4th Dec., General—Globe, Livingston & Co.
Dec. 8, GIBIN, Russian str., 801, Gen. Sylyvalja, Neuchang and Chetoo 2nd Dec., Beans and Bean Oil—SIEMSEN & Co.
Dec. 8, HUK, French str., 704, Godinau, Haiphong and Kwangchow 7th December, General—A. R. MANTY.
Dec. 8, KWANGTAN, Chinese str., from Canton, Dec. 8, Nese, British str., 1,963, W. Pearl, Moji 3rd Dec., General—M. B. KAISHA.
Dec. 8, OSAKA, British str., from Canton, Dec. 8, SABINE RICKMERS, British str., 690, R. Nabot, R.N.R., Balik Papan 25th Nov. and Singapore 30th, Petroleum—ARNHOLD, KAREBERG & Co.
Dec. 8, TREMONT, British str., 9,806, T. W. Gathick, Moji 3rd Dec., General—DODWELL & Co., Ltd.
Dec. 8, TIE, Norwegian str., from Canton.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
8th December.
Deram, Norwegian str., for Moji.
Pukhoi, British str., for Ningbo.
Rohitla Maru, Japanese str., for Manila.
Sabine Rickmers, British str., for Canton.
Sophia, Norwegian str., for Canton.
Stalun, British str., for Swatow.
Tingyang, British str., for Canton.
Tonan, Chinese str., for Hongkong.
Ty, Norwegian str., for Canton.
Wosung, British str., for Canton.

DEPARTURES.
7th December.
HOKOKU MARU, Japanese str., for Chetoo.
SHANTUNG, German str., for Singapore.
TALKE, German str., for Swatow.
8th December.
DAGMAR, Norwegian str., for Amoy.
DERAM, Norwegian str., for Moji.
KACHIDATE MARU, Japanese str., for Karatsu.
MANUEL LLAGUNA, Amr. ship, for New York.
ROHITLA MARU, Japanese str., for Manila.
TAIRHAN, British str., for Swatow.
TONAN, Chinese str., for Canton.
WOSUNG, British str., for Canton.

SHIPPING REPORTS.
The British steamer Trent, from Moji 3rd Dec., had moderate wind and fine weather to Port of Call; thence strong N.E. wind and squally weather.
The British steamer Ness, from Moji 3rd Dec., had fresh N.W. and N. winds to lat. 28 deg.; thence strong monsoon, moderating after passing Lamook; dull rainy weather throughout.
The British steamer Sabine Rickmers, from Balik Papan 25th Nov. and Singapore 30th, had moderate N. to N.E. breezes with continuous rain from Singapore to lat. 8 deg. N.; thence moderate N.E. breezes and cloudy weather to lat. 15 deg. N.; fresh N.E. wind and moderate high sea to port.

VESSELS ON THE BERTH.

THE EAST ASIATIC COMPANY, LIMITED.
NOTICE.
STEAM FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.
THE Danish Steamer
"PRINCESS MARIE"
Captain Berentzen, who here about the 10th inst., will have quick despatch as above.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 2nd December, 1902. [5230]

VESSELS ON THE FERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING."
Captain Hodgkins, will be despatched for the above ports TO-DAY, the 9th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co., General Managers.
Hongkong, 8th December, 1902. [3290]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to TIENTSIN, CHINESE and HANKOW.)
THE Steamship
"LYEEMOON."
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 9th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 8th December, 1902. [3293]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1902
"ORONO" ... About 10th Dec.
"CROYDON" ... 20th Dec.
"MOGUL" ... 3rd Jan.
"HINDUSTAN" ... 15th Jan.
"MACDUFF" ... To follow.
"SHIMOSA" ... To follow.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 2nd December, 1902. [711]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATOON APCAR."
Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 11th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents.
Hongkong, 5th December, 1902. [3265]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BACERONA, VALENZA, ALICANTE, ALGERIA and MALAGA.)
THE Steamship
"CAPRI."
Captain Balsito, will be despatched as above on THURSDAY, the 13th inst., at Noon.
As Bomber the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 9th December, 1902. [4]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	MAARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th Dec. at DAYLIGHT.
TAMBA MARU	NAGASAKI, KOBE and YOKOHAMA	TUESDAY, 16th Dec. at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th Dec. at 4 P.M.
SADO MARU	MAARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th Dec. at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 27th Dec. at NOON.
SHINANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th Dec. at 4 P.M.
KUMANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st Jan. at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Jan. at DAYLIGHT.
BOMBAY MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 2nd Jan. at NOON.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		
SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.		
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 17th Dec.	
R.M.S. "ATHENIAN" ... 3,882 Tons.	WEDNESDAY, 31st Dec. 1902	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 14th Jan.	
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 11th Feb.	
R.M.S. "TARTAR" ... 4,425 Tons.	WEDNESDAY, 25th Feb.	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 11th Mar.	
R.M.S. "ATHENIAN" ... 3,882 Tons.	WEDNESDAY, 18th Mar.	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 1st April	
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 22nd April	
R.M.S. "TARTAR" ... 4,425 Tons.	WEDNESDAY, 6th May	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 19th May	
R.M.S. "ATHENIAN" ... 3,882 Tons.	WEDNESDAY, 27th May	

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey as compared with Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING SALONS, MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, Pedlar Street.

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TYDEUS"	On 13th December.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 14th January.	
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.	

FOR	STEAMERS	TO	DATE
AMSTERDAM and LONDON	"TANTALUS"	On 9th December.	
LIVERPOOL DIRECT	"ALCINOUS"	On 15th December.	
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.	
AMSTERDAM and LONDON	"PELEUS"	On 6th January.	
LONDON	"ANTENOR"	On 20th January.	
LIVERPOOL	"TYDEUS"	On 20th January.	

(Taking Cargo at London Rates)
The S.S. "TANTALUS" left Shanghai on the 6th inst., a.m., for this port via Amoy, and is expected here on the 9th inst., p.m.
The S.S. "TYDEUS" left Singapore on the 8th inst., and is expected here on the 13th inst. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OOPACK"	On 12th December.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.	
GLASGOW and LIVERPOOL	"PAKING"	On 22nd January.	
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.	

FOR	STEAMERS	TO	DATE
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	On 20th December.	
NAPLES, LEGHORN and LONDON	"HYSON"	On 22nd December.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VANCOUVER and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 27th December.	

The S.S. "OOPACK" left Singapore on the 6th inst., and is expected here on the 12th inst. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI, AMOY, SAMARANG and SOERABAYA	"WHAMPOA"	On 11th December.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KWEIYANG"	On 15th December.	
	"CHINGTU"	On 29th December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and Australian Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	Tons	CAPTAIN	TO	DATE
"INDRASAMHA"	5,197	R. P. Craven	December 20, 1902	
"INDRAVELLI"	4,809	W. C. Craven	January 14, 1903	
"INDRAPURA"	4,809	A. E. Hollingsworth	February 14, 1903	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th December, 1902.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	E. Rodger	Manila Direct.	10th Dec., at Noon.
RUBI	2540	R. W. Almond	do.	17th Dec., at Noon.
DIAMANTE	1880	A. H. Nottley		
PERLA	1880	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th December, 1902.

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	TO	DATE
TAMUJI, via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 14th December.	
TAMUJI, via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 21st December.	
ANPING, via SWATOW and AMOY	"MAIDZURU MARU"	WEDNESDAY, 10th December.	
FOOCHOW, via SWATOW and AMOY	"ANPING MARU"	WEDNESDAY, 17th December.	

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 9th December, 1902.

T. ARIMA, Manager.

DAVID CORSAE & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

APIOL & STEEL
PILLES
A Remedy for all Irrregularities
Suffered by Bitter Apple, Tamarind, 24 Cakes, 24
Fold by
L. S. WATSON & CO., Ld., HONGKONG.
Proprietors.
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

"BEN" LINE OF STEAMERS.
FOR GENOA, LONDON AND ANTWERP.

The Steamship
"BENMOHR,"
Captain Wallace, will be despatched as above on or about the 10th December.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th November, 1902. [2979]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Steamship
"EMPIRE,"
Captain McArthur, will be despatched as above on FRIDAY, the 12th inst., at DAYLIGHT.

This NEW Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 9th December, 1902. [3124]

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA—IN
48 HOURS.

The Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons, Captain N. Tate, will be despatched for MANILA, on SATURDAY, the 13th inst., at NOON.

To be followed by the "ROHILLA MARU," on or about the 19th inst.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Princes' Buildings, Ice House Street.
Hongkong, 9th December, 1902. [16]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 14th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd December, 1902. [12]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.
The Russian Steamer
"KOREA,"
Captain Perait, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 27th November, 1902. [3174]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, and PORT SAID.
(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship
"VINDOBONA,"
Captain Cotel, will be despatched as above on THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 29th November, 1902. [3099]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the KROCHER STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR HATAYIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BENGAL,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 8th December, 1902. [1]

CHINA NAVIGATION CO., LD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the

Under Agents
NEXT SAILINGS.
"CHINGTU" ... leaves on 29th December.
"TAIYUAN" ... " 20th January.
"TSINAN" ... " 18th February.
"CHANGSHA" ... " 7th March.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.
BUTTERFIELD & SWIRE, AGENTS.
CHINA NAVIGATION CO., LD.
Hongkong, 8th December, 1902. [1861]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 5th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd December, 1902. [11]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLEDI,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.
All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 5th December, 1902. [3273]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"VALETTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S. S. "Himalaya,"
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, the 5th inst.
Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 5th December, 1902. [1]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the UNDERSIGNED will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
DAYLIGHT, British 4-m. barque, James Reade.
—Standard Oil Co.
LOTHAIRS, Italian barque, A. M. Schiappa.
—Order.
OSAKA, British barque, Anderson.—Order.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Sazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.
Hongkong, 25th July, 1902. [2011]

A. LING & CO., 68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE.
FASHIONABLE CENTRE CARPETS, ELECTROPLATE, LIQUOR FRAMES, and FOOCHOW LACQUERED WARE.
Hongkong, 31st October, 1902. [235]

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Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Foochow.
The "DAILY PRESS" OFFICE, Hongkong, and at the Local Office, 131, Fleet Street, Hongkong, 28th November, 1901. [50]

NOW ON SALE. THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COBIA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, N. B. I. L. LANDS, INDIA, PHILIPPINES, BORNEO, &c.

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Hongkong, 6th March, 1902.

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WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [1152]

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ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.

Clothing made to fit to perfection. Silk Goods of all kinds. Chinese (Gown Cloth and Embroidery).
Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).
Hongkong, 6th September, 1902. [2339]

WINCHESTER CARABINES

12 SHOT REPEATING, CALIBRE .44.
Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers. ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTAMANN & CO.,
14, DES VOEUX ROAD. [2746]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.E.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 89 "
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Water on Blocks at Spring Tide ... 504 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length ... 371 feet.
Length on Blocks ... 350 "
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PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

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H. F. CARMICHAEL

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TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition A. 1. Code.
Lieber's Standard Code. TELEPHONE 232.
Hongkong, 21st June, 1901. [121]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [64]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

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Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
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15 to 25 percent Discount Allowed. [3199]

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FOR SALE AT GRACA & CO.'s Foreign and Colonial Postage Stamps Depot at HONGKONG HOTEL CORRIDOR.

INSPECTION INVITED.
Hongkong, 21st November, 1902. [2784]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901.

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